

**The Knowledge Bank at The Ohio State University**  
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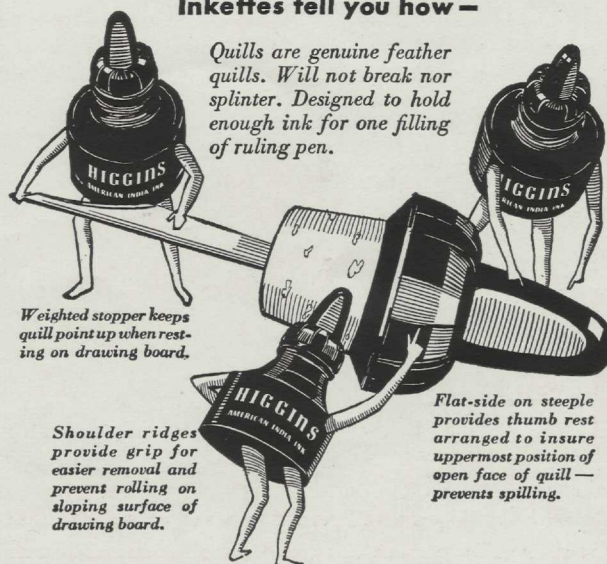
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# G-E Campus News

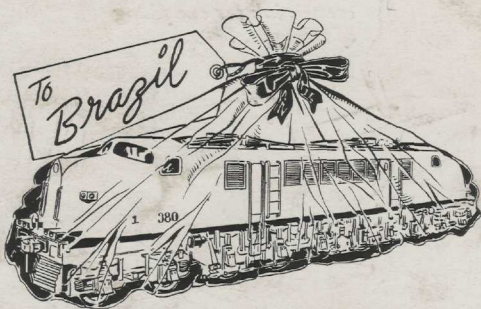


## EXTRA-SPECIAL DELIVERY

TO most people, the mailman is a fellow who rings the doorbell or toots a whistle or stops at roadside boxes. But to Rear Admiral Byrd and his expedition the mailman is a chap thousands of miles away.

The Admiral's mail, you see, is delivered by one of General Electric's world-famous short-wave stations at Schenectady, just as was done for the two previous Byrd expeditions. The letters are read from WGEO every other Friday, 12 midnight to 2 a.m., EDT. This is the only mail that the members of the U.S. Antarctic Expedition receive. Radio is their only contact with the outside world.

Two General Electric all-wave receivers, installed at the expedition's two camps, are the actual mailboxes. WGEO's mailman invites mothers and wives, sweethearts and friends, of the members of the expedition to send messages for transmission to the U.S. Antarctic Mailbag, General Electric, Schenectady, N. Y. Letters should be limited to fifty words in length.



## PRIZE PACKAGE

FAME is nothing new to Brazil. She is not only the world's leading coffee grower, but also the largest state in South America, being 250,000 square miles bigger than continental United States.

Fame also is nothing new to General Electric's transportation department, headed by Guy W. Wilson, Penn State '23 and ex-Test man. In all parts of the nation, the products of this G-E division can be seen in operation. Therefore, what is more natural than for these two parties to get together? They have—frequently. Their latest bit of co-operation is represented by four of the most powerful direct-current locomotives ever built. These 185-ton locomotives, built by G.E. for the Paulista Railroad in Brazil, have a continuous rating of 4200 horsepower and a maximum speed of 93 miles per hour.



## NAUTICAL MOTOR

DIFFERENT though the sailing ships of a century ago were from the express liners of today, the two have many things in common. Among their points of similarity is a need for emergency pumps, for water may sometime get where it doesn't belong because of a collision or other accident.

A far cry from the hand-operated pumps of old is the equipment which will be part of the S. S. *America*, the United States Lines' new 723-foot superliner, the largest ever built in American yards. Mounted 80 feet below the liner's boat deck, a G-E 40-horsepower motor will drive an Aldrich pump capable of emptying 900 gallons of flood water per minute. The motor and pump will empty all compartments through a system of piping reaching all parts of the ship. Other G-E equipment on the *America* includes 150 auxiliary motors and controls for such equipment as winches, refrigeration machines, and steering apparatus.

These applications are typical of the thousands of uses to which General Electric motors have been successfully applied. And an important reason for this success is the vast amount of motor-test data contributed by the young engineering college graduates on the G-E Test Course.

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